

Carolina WingSpan

The Official Newsletter of the

North Carolina Wing

Civil Air Patrol

U.S. Air Force Auxiliary



Featured in This Issue:

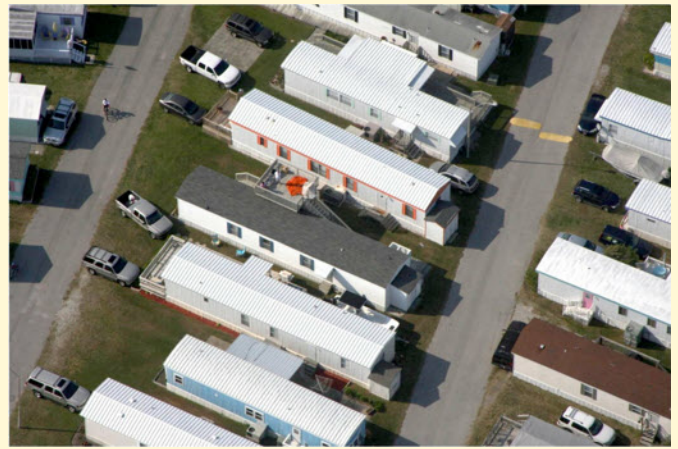
NC Wing, Civil Air Patrol, Conducts Two No-Notice Exercises Two Aircrews Respond Rapidly, But Safely



Capt. Chris Bailey, NC Wing's Director of Emergency Services, was granted training funds and was determined to put this bonus to good use. "The ES staff was determined to make the best use of the funding made available to us, and at the same time, offer our benefactors a living example of just how proficient we are," Bailey said.

Full story on Page 3

Photos:
Calderwood Dam-Western NC
Trailer Park-Coastal Area





Citizens Serving Communities...

Above and Beyond

Want to tell us about your unit's accomplishments? See Publication Guidelines on Page 13

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"Carolina WingSpan" is the official newsletter of the Civil Air Patrol, North Carolina Wing HQ, U.S. Air Force Auxiliary

NC Wing, Civil Air Patrol, Conducts Two *No-Notice* Exercises

Two Aircrews Respond Rapidly, But Safely

By: Capt. Don Penven, Public Information Officer

May 1, 2011

Burlington, NC – Maintaining proficiency is a mainstay in CAP activities, but severely restricted budgets have placed a heavy financial burden on the NC Wing. The number of missions to which wing members have been called upon to execute have made a significant drop in number—especially due to the fact that the U.S. Air Force no longer monitors the VHF Emergency Channel of 121.5 MHz, which signal could mean a downed aircraft or an inadvertent beacon activation. Either way the beacon needed to be silenced.

As of late, the cost of maintaining flight proficiency has fallen upon the aircrews themselves to cover the expenses of maintenance and fuel; but the NC Wing is holding its own when it comes to aircraft utilization.

Practice makes perfect—so when training funds are available, making the best use of these funds is essential.

Capt. Chris Bailey, NC Wing's Director of Emergency Services, was granted training funds and was determined to put this bonus to good use. "The ES staff was determined to make the best use of the funding made available to us, and at the same time, offer our benefactors a living example of just how proficient we are," Bailey said.

Maj. Andy Wiggs served as Mission Incident Commander.

Bailey had enough funding for two practice missions, so the plan was to stage "No-Notice" Exercises. Here are the results:

April 23, 2011

Mission No. 1: NC Coastal Area: Simulated downed aircraft with a pilot having bailed out in the Morehead City Area. 121.775 Training Beacon was used for electronic search training. A parachute was used for visual search training. Incident Commander:

- 1115: Alert Page Transmitted
- 1122: Phone call confirmed aircrew ready
- 1215: Wheels up on N916CP

Aircrew Crew:

Dennis O Faver, Lt. Colonel - PIC

William J Sullivan, 1st Lt. - Observer

David F Harrison, Major – Scanner

This exercise demonstrated to true challenges of having to search for a small target in a residential area. According to Bailey the aircrew was given incorrect grid coordinates to simulate an airplane going down in one area and the pilot being located in another. Bailey assisted the crew in air-to-ground coordination once they located the target.

Mission No. 2: Asheville Area Homeland Security Photo Reconnaissance Mission:

- Target No. 1: Calderwood Dam
- Target No. 2: Western Carolina University

Continued on Page 4 ...

- 1300: Alert Page Transmitted
- 1310: Phone call confirmed air crew ready
- 1315: Second aircrew ready and on standby
- 1400: Wheels up on N727CP:

Aircrew:

Raymond G Davis, Lt. Colonel - PIC

Matthew D Urbanek, Lt. Colonel - Observer

Gary D Lux, Captain - Scanner

Wiggs stressed the fact that both of these sorties ran like clockwork. "Operational Risk Management (ORM) played a significant role in assuring that this mission was executed quickly—but safely."

At the conclusion of these exercises Bailey said, "Both exercises exceeded our expectations and showed the importance of how the local squadrons training for mission readiness is key to a successful mission. My thanks goes out to all the participants and members that helped in the execution and planning of this exercise."

2011 Ground Team Training School

As many know, I don't usually send out after-action reports on the Ground Team School. I prefer the Special Operations model of the quiet professionals. I also don't usually single out members of the Staff, since the entire cadre routinely goes above and beyond to make the School happen. However, this year was a little different in that I had developed a throat virus the day before the School began, and pretty much for the duration of the School, could barely speak. It is therefore with much gratitude that I recognize C/1st.Lt. Cameron Horner of MER-NC-022 for his actions on the weekend of 18-20 March, 2011. Without any prior direction given on my part, C/1st.Lt. Horner, being the senior Cadet Instructor, took charge of the rest of the Cadet Staff present, and did my job of running the School. He did so with great skill, and due to his efforts, the tradition of excellence the School is known for was carried on. And to carry on with yet another tradition, I now owe C/1st.Lt. Horner a steak.

The Staff of the 2011 Basic Ground Team School:

Bailey, Jason – 2nd.Lt. – NC022
 Bartolo, Nicholas – C/TSgt. – NC007
 Beckett, Donald - Lt.Col. - NC143
 Brittain, Chesnee – C/MSgt. – NC170
 Brittain, Dakotah – C/2nd.Lt. – NC170
 Buczkowski, Brian – Maj. – NC143
 Camacho, Kelsey – 1st.Lt. – SC032
 Dalton, Marylene – 1st.Lt. – NC022
 Emerson, Tyler – C/MSgt. – NC048
 Helper, James – 2nd.Lt. – NC048
 Horner, Cameron – C/1st.Lt. – NC022
 Hoffer, Noah – C/2nd.Lt. – NC022
 Isbell, Stacy – Capt. – NC085
 Isbell, William – Maj. – NC805
 Jordan, Joshua – C/MSgt. – NC022

Knox, Hannah – C/CMSgt. – NC022
 McKissack, John – C/SMSgt. – NC022
 O'Neal, Patrick – Lt.Col. – NC143
 Overman, Tony – 1st.Lt. – NC126
 Schaak, Aaron – 1st.Lt. – NC007
 Scott, Garrett – C/Capt. – NC143
 Simmons, Jerry – Capt. – NC143
 Sowell, Michael – C/2nd.Lt. – NC048
 Troedsson, Dillon – C/1st.Lt. – NC022
 Wiggs, Andy – Maj.- NC001/NC022

Brian P. Buczkowski, Maj., CAP
 Commander, 2011 Basic Ground Team School

Clarification of the intent and spirit of CAPR 60-1, 1-3.

Definition of Terms. - FLIGHT

Flight – A flight begins with one engine start, (or the first engine on a multi-engine aircraft) through take-offs and landings, and ends with the final engine stop (except as required on CAPF 5 evaluations and orientation rides). A single flight may include multiple take-offs and landings. A flight is also known as a sortie (or air sortie).

In talking with CAP-USAF and 1AF personnel, NHQ's understanding is simply this; except for check rides for check pilots and o-rides that require seat changes, a sortie starts with engine start and ends with engine shut-down, regardless of how many engines may be on the aircraft.

Therefore, a fuel or make a comfort stop ends the sortie and a new sortie is required to continue the mission. For longer missions, that will require additional sorties in WMIRS, as part of the pre-flight planning. Sorties in WMIRS can be cancelled if not used, and there are also tools available to copy sorties or entire missions so that redundant data entry can be avoided.

On the sortie entry page, near the bottom; "Enter number of identical sorties to create" and "Days Apart." You can create up to 60 sorties in one shot. If you enter "10" in both blocks, it will create 10 sorties with 10 days between each sortie. If you enter 5 sorties in the first block and 1 for the "Days Apart", it will enter 5 sorties with 1 day between each sortie. If you enter 3 sorties in the first block and 0 for the "Days Apart", it will enter 3 sorties on the same date.

Seat changes during Cadet O Rides must be separate sorties. Cadet Front Seat Rides are tracked by WMIRS. The old cadet O Ride sheet is no longer used. If you don't break the sortie when you change seats, the WMIRS sortie will show only one front seat ride, probably of 1.5 to 2.0 hours. The cadet in the front seat after the swap won't be shown as receiving a front seat ride, and the Air Force will be unhappy because it will appear a single O Ride lasted 1.5 - 2.0 hours. For ROTC/JROTC, there will be no such thing as a front seat/back seat ride.

The reporting up the line is based on sorties, not hours so it is also to our benefit to do it this way. If there are emergencies for sick passengers, etc. the NOC can work with the mission staff to add a sortie or make corrections as necessary if beyond local capabilities.

Examples:

A training flight which includes full-stop taxi backs would not be considered multiple sorties, and require only one WMIRS entry. If a lunch/fuel/rest stop is made, it would require a new WMIRS sortie.

An aircraft is repositioned from PMS to PAM, then a transport mission was flown from PAM to HRT and then from HRT to PAM. Finally the aircraft is repositioned PAM to PNS. In this example, 4 WMIRS sorties are required.

A CD mission is flown from GWB to GWB for Eradication flying and a refuel stop. Then again from GWB to GWB. In this example 2 WMIRS sorties are required.

A relocation flight is flown from LUK to LOZ to relocate aircraft/crew. A highbird mission is flown in the morning LOZ to LOZ, followed by another flight in the afternoon, LOZ to LOZ. At the end of the day the aircraft is relocated LOZ to LUK. In this example 4 WMIRS sorties are required.

Best Regards,

MICHAEL R. MOYER

NHQ / DOV

Civil Air

Say Again, Please ...*ATIS was being implemented in the late 1960s, and many pilots were not yet aware of it.*

Cessna 1234:

"San Jose Tower, Cessna 1234. Ten south, landing San Jose."

SJC Tower:

"Cessna 1234, do you have information Hotel?"

[silence]

SJC Tower:

"Cessna 1234, do you have information Hotel?"

[more silence]

Cessna 1234:

"Ahhh, no thanks. We're staying with friends."



Winning is a sure bet if you plan now to attend the **2011 CAP Annual Conference & National Board** in the heart of horse country, **Louisville, Ky., Aug. 17-20**. Help kick-off the celebration of CAP's 70th year of service at the conference, while enjoying all the southern charm and hospitality that Louisville has to offer. The conference will be held at the Marriott Louisville Downtown, in the heart of the city and within walking distance to many attractions like the Louisville Slugger Museum & Factory, the Muhammad Ali Center, the Belle of Louisville riverboat and Fourth Street Live – Louisville's premier entertainment and dining district. Don't miss visiting the Kentucky Derby Museum on the grounds of Churchill Downs. It is located just a few miles away from the hotel and offers a historic walking tour of Churchill Downs.

This Annual Conference & National Board is a great opportunity to learn the latest CAP news and techniques at one of the over 50 learning labs or pre-conference courses. Cultivate or renew CAP friendships at the Opening Reception on Thursday evening. First time CAP Annual Conference attendees will be invited to meet and talk with CAP senior leaders at a special reception that will also be held on Thursday evening. Friday's activities will include a National Commander's update on the organization and presentation of numerous mission awards. And don't miss the annual individual awards ceremony Saturday morning and the CAP Change of Command ceremony during the Banquet on Saturday evening, August 20th.

Conference Registration opens on Monday, April 18th at www.capmembers.com/events.

In true racehorse fashion, those **registering online by June 5th** not only get a special **"Early Conference Registration" discounted rate of \$99** but also are entered automatically into a drawing for a free laptop computer to be awarded at the conference.

The 2011 CAP Annual Conference & National Board will also conclude my tenure as your National Commander. Please make plans to attend so that I can personally extend my appreciation for your dedication and service to CAP.

See you at the finish line in Louisville!

AMY S. COURTER
Major General, CAP
National Commander

Suckered into the clouds... From "Over The Airwaves"

There you are flying in beautiful VFR conditions. Life is good until you begin a descent to your destination airport. You pass through a scattered cloud layer. Slowly the clouds thicken. Scattered goes to overcast and now you are in the stuff without an instrument clearance.

Okay, so the airport is just a few miles away. Throwing your better judgment to the wind, you decide to tough it out. You maneuver slowly downward hoping to catch ground contact soon. But nothing.

You decide to "fess up" and give ATC a call, hoping for a quick vector to the airport.

This is just what a 9,600 hour pilot with an ATP certificate flying a Rockwell International 690B did several years ago while on approach to the San Juan International Airport in Puerto Rico. He was flying under Part 135 with two passengers on board.

The aircraft was inbound from the east, descending through 8,800 feet at 250 knots. ATC instructed him to plan on the right downwind entry to Runway 10. She also asked him to confirm that he was in VFR conditions.

The pilot reported that he was at 3,200 feet. The controller again asked the pilot to confirm that he was in VFR conditions. The pilot replied, "Ahh roger, could we stay right just a little, we are in and out of some clouds right now."

The controller advised the pilot that the minimum vectoring altitude (MVA) for that area was 5,500 feet and further instructed the pilot to maintain VFR.

See the problem the pilot was getting into here?

As with nearly all mishaps, the accident chain began innocently. The pilot, while operating under VFR rules, found himself (by his own admission to ATC) flying "in and out of the clouds." That, alone, constituted a serious violation of the rules.

Second, as you will conclude from the eventual outcome of this flight, the pilot was operating in airspace apparently unfamiliar to him.

Third, contrary to the pilot's statements to ATC, he was operating in IFR conditions and significantly below the MVA for that area.

The outcome

Tragically, the pilot's choices (or links in the chain) all conspired to work against him.

According to witness statements, the airplane was heard flying at low altitude over El Yunque National Forest. Moments later an explosion was heard.

After a search by multiple local, state, and federal agencies, the wreckage was discovered inside the national forest on the southeast side of a mountain.

Lessons learned

If we learn nothing from the mishaps of other pilots, then we can quite reasonably expect to repeat them. Sadly, this is true in far too many situations.

Not surprisingly, the NTSB assigned blame to the pilot for continuing VFR flight into IMC conditions. Operating below the MVA, the pilot had no way of avoiding the terrain that eventually was his undoing.

One might reasonably ask why the pilot did not request an IFR clearance prior to entering the clouds. According to the NTSB report, the pilot was instrument rated and held multiple other pilot ratings including airplane multi-engine land and an airframe and powerplant certificate.

While instrument rated, perhaps the pilot was not current. Or perhaps some defect in the aircraft's instruments precluded him from securing an instrument clearance. Neither of these issues were addressed in the NTSB report.

One might ask what the controller was doing throughout this ordeal. Aside from advising the pilot that he was flying below the MVA, was the controller aware of the pilot's position relative to rising terrain? If so, did the controller have an obligation to inform the pilot even though the pilot claimed to be operating in VFR conditions?

In the final analysis, the pilot and two passengers, in this case, are dead. Whatever "rules" were broken is a secondary issue. The pilot, alone, had the ability to prevent this accident. His decisions, however, compromised this ability - and he paid the ultimate price.

NTSB Report

Combat Control Orientation Course

WHAT: COMBAT CONTROL ORIENTATION COURSE

WHEN: July 31, 2011, 10:00 AM - August, 6, 2011, 1:00 PM

WHERE: Pope Field, NC

COST: \$180.00

Minimum Age: 15 by the start of the activity (Cadets must have completed an encampment and have earned the Wright Brothers Award by the start of the activity, Senior Members must have completed their Level 1 and be at least a 2d Lt or FO by the start of the activity)

This activity is a one-week introduction to the rigorous mission of Air Force Combat Control.

Student slots are also open to Senior Members on a limited basis.

Students learn military parachute operations, weapon familiarization, air traffic control, close air support operations, rope work, 'Air Force Special Tactics' tactics, techniques and procedures (TTP's), and the history of Combat Control. This high-adventure activity also promotes physical fitness and builds character.

CCOC students must be in excellent physical condition.

A physical fitness test will be administered at the start of the activity, and the instructors will send home any student who cannot meet the physical standards. Students will be doing a lot of calisthenics and running while at CCOC.

Additional information can be found at the course website: <http://www.capnc007.org/ccoc/usafccoc.html>

See our course video at: <http://www.youtube.com/watch?v=J5hjGxa5Qxk>

APPLICATION INSTRUCTIONS

Complete a CAPF Form 31 (including professional photo and wing endorsement), and the CCOC Physical Assessment Worksheet.

Application deadline is 15 May 2011.

Applications will be accepted via e-mail OR mail:

Mail applications to: CCOC, 2128 Buckhorn Drive, Fayetteville, NC 28304 E-Mail applications to: CCOC-XO@ncwg.cap.gov (all forms must be signed, scanned-in and attached as either a JPEG or PDF file)

Selections will be announced NLT 31 May 2011.

Tuition is due NLT 1 July 2011 (further info on payment methods will be provided in acceptance packet).

Mark your calendars! It is a training opportunity that is not to be missed.

Aaron Schaak, 1st Lt, CAP
Executive Officer
2011 CCOC

Carolina WingTips

Apex Squadron Cadets earn Grand Champion Drill Team

I want send my CONGRATULATIONS to the Apex Cadet Squadron Drill Team for winning the MER Cadet Competition! This year they displayed a tremendous amount of poise and professionalism! Here's a quick recap:

In-Ranks Inspection – Delaware

Standard Drill – North Carolina

Innovative Drill – North Carolina

Volleyball – North Carolina

Written Exam – North Carolina

High Score – C/Capt Peter Barrow – Apex Cadet Squadron

Mile Run – North Carolina

Fleet Foot – Female – C/A1C Katelyn Stickney – Apex Cadet Squadron

Fleet Foot – Male – C/Capt Peter Barrow – Apex Cadet Squadron

Panel Quiz – North Carolina

Drill Team GRAND CHAMPION – NORTH CAROLINA

Congratulations were extended to the Apex Cadet Squadron from Col Vazquez, MER Commander, Col Egry, DE Wing Commander and Col Cooper, Nat CAP Commander. They send us their fullest support and wish the team well at National Competition representing Middle East Region!

We also want to thank the Coaches—Lt Col Pam Landreth-Strug & Capt Ryan Strug

AND the Chaperones – Capt Ed Cook, SM Carl Forester, SM Tim Stickney & SM Susan Barrow. Thank You!

We wish the Apex Cadet Squadron well! Congratulations!

Dominic Strug, Lt Col, CAP

IGT (Wing IG for Training) Position Open

Basic Requirements for Applicants:

They must have the following requirements:

1. Be a Senior Member in CAP.
2. Have access to a computer.
3. Be able to Coordinate and schedule the following training events:
 - a) ITTC (Inspection Team Training Courses)
 - b) IGSC (IG Senior Course)
 - c) Other IG training events as required.
4. Can fill the position as additional duty or transfer to wing IG staff.
5. Those wishing to apply for the position, send me an eMail indicating that you meet the above requirements.

Ralph A. Vogt, Col, CAP

Inspector General, MER-NC-001

Carolina WingTips Continued

SkyWarn Storm Spotter Training

I would like to take this opportunity to offer a Hearty Congratulations to the following members for successfully completing both the Basic and Advanced SkyWarn Stormspotter training held Saturday 09 April 2011 at the North Carolina Museum of Natural Sciences in Raleigh. The courses and other presentations were taught by personnel from the National Weather Service office in Raleigh at the NC State Centennial Campus. The NWS personnel did an excellent job with a very interesting and sometimes entertaining presentation.

Beckett, Linda - NC-143

O'Neal, Pat - NC-143

Hickman, Jacob - NC-143

Hickman, Joseph - NC-143

Mirzakhmedova, Latofat - NC-143

Kearns, Brendan C - NC-801

Kearns, Brendan P - NC-801

Blanton, Sankey - NC-002

Brown, Ari - NC-048

Biondo, Anthony - MER

Beckett, Donald - NC-143/NC-001

ATC Separation for Wake Turbulence-PilotWorkShop.com



John Krug:

"ATC is required to provide certain separation minima. In the situation that you describe, a small aircraft following a large , ATC must provide a 3 minute interval for wake turbulence. You may waive the minimum but the controller may not. The same basic rule applies for an intersection departure.

The controller may "juggle" the departure sequence to minimize the delay. For example, if there are 2 or more light aircraft, they may be sequenced together to avoid excessive delays.

You may also request an early turn to avoid flying in the path of the departure. Make sure the turn is on the upwind side.

Try to liftoff prior to the Large aircraft to avoid wake turbulence."

2011 North Carolina Wing Conference

September 23rd-25th 2011

Crowne Plaza In Asheville NC

828-254-3211



Please come join us for an informational and exciting weekend.

We will be offering several afternoon excursions including golf. A trip to the shooting range, The Biltmore Estates tours and trolley tours of down town Asheville

The room rates for the weekend are \$95.00

So please make your reservations now

The fall is a busy time in NC Mountains

Any Question Please call
Kathy at NC Wing Headquarter
At 336-570-6894 Or
kgaddy@ncwg.cap.gov

Kathy D. Gaddy
North Carolina Wing Administrator
PO Box 2082 Burlington NC 27216
Phone 336-570-6894
Fax 336-570-6883

A major part of CAP proficiency is keeping up with what is going on...not just aircrews and ground teams. CAP is multi-disciplined. Upgrading your proficiency is basic to your chosen area of involvement. Look at all the choices available to you!

The Annual Conference offers you the opportunity to get more involved, to build your skills, to fulfill requirements for the next promotion or move up from Technician, to Senior or Master level.

CAP cannot continue to serve our clients effectively if we don't achieve a high degree of proficiency in every single category of personal involvement.

My chosen job function is public affairs. I see this as a vital part of the overall effort to serve our communities. PAOs are the front line in maintaining public awareness.

I will be offering a seminar at the conference that reveals how, as a PAO, you can change the perception that CAP is *The Best Kept Secret*. Join me and learn what you should be doing.

I invite each seminar presenter to promote their presentation on these pages.

Don Penven, Capt, CAP, Director of Public Affairs, NCWG

Cadet Honor Guard Academy

NCWG Cadets:

I would like to remind you all of the upcoming 2011 NCWG Honor Guard Academy. This is an opportunity for any cadet to learn basic to intermediate [honor guard](#) topics including, but not limited to, Honor Guard-specific drill and ceremonies, wear of the honor guard uniform, role of the guardsman in CAP, what it means to be a part of an honor guard, honor guard's role in [Drug Demand Reduction](#), and much more. This is a very inexpensive and local alternative to attending the [National Honor Guard Academy](#) in [Maryland](#), but includes much of the same training as the [national academy](#). The academy will be held at the Randolph County Emergency Training Center between Ramseur and Asheboro on [27-29 May](#). The school will officially start Saturday morning, but billeting will be available [Friday night](#). Cadet staff are required to arrive Friday night. Dismissal will be around noon [on Sunday](#).

All who are interested in attending must mail a completed and signed CAPF 31 and CAPF 60 to [Lt Col Benbow](#). His address is [1240 Nance Road, Franklinville, NC 27248](#). In addition, you must e-mail me at cadethuneycutt3@yahoo.com with your name, grade, CAPID, unit, age, e-mail address, and your parent's e-mail address to attend.

The cost will be \$25, which is to cover the cost of food for the weekend. Make checks out to "North Carolina Wing CAP" or send cash and include it with your CAPF 31. Cadets are encouraged to bring a small amount of extra money, but it is not required.

Additionally, the academy is in need of cadet instructors. All cadets with at least a baseline training in honor guard, including attendees of the Wing or National academy, are encouraged to apply. We are in need of a Cadet [Deputy Commander](#) and a few instructors, depending on the number of students. Applicants are asked to e-mail a resume to me at cadethuneycutt3@yahoo.com. Indicate if you wish to be considered for the role of Cadet Deputy Commander.

Cadet staff and student applications are due [13 May 2011](#) at 1200. Those attending the school will be given more specifics at that time. In the meantime, try to secure class A blues and a service cap (even for non-cadet officers).

All senior members who wish to help out at the Honor Guard Academy are asked to e-mail Lt Col Benbow at mabenbow@yahoo.com. We are in need of SMs to help support the cadets at this event.

This is a very valuable opportunity that all can benefit from. Honor guard is one of the most highly-regarded functions within the Cadet Program, and offers opportunities such as: serving as funeral details, laying wreaths for [Wreaths Across America](#), escorting dignitaries, and numerous other ceremonies. All are highly encouraged to apply!

Any questions may be referred to me.

Taylor Huneycutt, C/Capt, CAP
Cadet Commander, 2011 NCWG Honor Guard Academy

SUBMISSION GUIDELINES ... CAROLINA WINGSPAN

- * E-mail article and attachments to: carolina.wingspan@ncwg.cap.gov.
- * **Send story in body of an e-mail** rather than as attachment.
- * Please do not use any formatting, page centering, tables, etc. Do not submit on CAP letterhead. **Do not include any photos in the body of the text.**
- * Subject line should include: Unit name, wing and brief description [e.g., "Lizzard Lick Comp Sq (NC): Senior member honored for AE contribution"]
- * Always include author's contact info: name, unit/wing, phone, e-mail, etc.
- * You may compose your article in MS Word. Use Spell Check. Heed messages that say, "Passive voice, consider revising." Copy and paste this text into your e-mail
- * **Do not send articles and photos in separate E-mails. Piecemeal submissions will be returned.**
- * Refer often to the AP Stylebook, especially when listing ranks of members: Use Lt. Col. and not LtC or LtCol.

Submitting Digital Images/Photos

- * Submit as jpg or tif **attachments** to e-mail (no bmps, gifs, etc.), rather than in body of story.
- * Minimum scan resolution: 250-300 dpi.**
- * Minimum pixel resolution: 1280 x 960.**
- * Cellphone photos of at least 1.5 Mb *may* be used
- * Please send attachments rather than links to photo-hosting Web sites.
- * Photos must be in color (unless the original is B/W). Do not add any special effects.
- * Provide detailed cutline info, including description of action, complete identities, photo credits. Large groups need not be individually identified.
- * Submit only the best photos. With most articles, include up to 2-3 photos.
- * Try to submit at least one photo with every submission, even if it's just a head-&-shoulders shot of the senior member or cadet featured in the article.
- **If you do not have access to a photo editing program, send what you have. It may be possible to use them. Check the sharpness of every photo submitted. Blurry, out-of-focus shots will not be used. Dark photos are easily lightened. Overexposed photos are mostly beyond hope if the image is burned out.

Editor's Note: These guidelines are very similar to those posted by CAP News Online. If you have any hope of having your article published in both places, make separate submissions and follow the guidelines.

http://members.gocivilairpatrol.com/cap_national_hq/public_affairs/civil_air_patrol_submission_guidelines/

Civil Air Patrol Mobilized in Aftermath of Killer Tornadoes

One Aircraft, 2 Vans Perform Disaster Relief Missions

April 18, 2011

Raleigh, NC – A massive cold front, stretching from South Carolina up into Virginia moved into NC from the southwest during early Saturday afternoon. The front showed a solid red color on local TV station radars indicating severe thunderstorms. The National Weather Service began issuing tornado watches for areas along the SC border, which were soon followed by warnings. Over the next few hours watches and warnings were broadcast for most of the central and eastern areas of the state.

The approaching front was logged at speeds in excess of 50 MPH with wind gusts exceeding that speed. Law enforcement 911 centers soon became swamped with calls describing tornadoes on the ground.

NC Emergency Management (NCEM) director, Doug Hoell reported during a televised special news conference that heavy damage reports were coming in and that he was meeting with Gov. Beverly Purdue to review what was known at that time and to assist in preparing a State of Emergency Proclamation.

By Sunday morning media reports indicated that Bertie Co. seemed to be the hardest hit with 10 known fatalities. Federal disaster aid was being requested but state officials needed more on-the-spot confirmation of damage. Mission request for Civil Air Patrol services was requested to fly an aerial photo mission over the hardest hit areas of Bertie and Anson Counties.

The CAP Division of Crime Control & Public Safety provides structured state support through Civil Air Patrol volunteers. State and local agencies often request CAP to perform air and ground missions following storms such as those experienced on Saturday as well as hurricanes and episodes of flash flooding. The NC Wing, CAP, has fulfilled a number of missing person searches as well as searching for missing/overdue aircraft.

According to the incident commander for this mission, Maj. Andy Wiggs, "One CAP aircraft flew to the designated area and the aircrew returned with more than 180 high resolution aerial photographs that were made available to NC Emergency Management officials."

Lt. Col. Jeff Willis, who coordinates missions for the NC Wing stated that it is not unusual for the state EM to call upon CAP, especially during times of restricted budgets, since the hourly cost to the state for a CAP aircraft and volunteer aircrew is \$135 per hour, while a helicopter may cost in excess of \$1,000 per hour. CAP has 10 Cessna aircraft based in NC.

Late Sunday afternoon, local media outlets were reporting that this string of an estimated 60 violent tornadoes claimed 24 lives and destroyed over 300 homes.

CAP was also asked to provide two 12-15 passenger vans on Monday, April 18th to transport supplies from the Emergency Management warehouse in Tarboro to a site in New Bern. The vans are transporting tarps for use on buildings that received roof damage.

Aircrew: Capt Fred Draper (Mission Pilot), Capt James Newton (Mission Observer), and 2nd Lt Ralph Johnson(Scanner/Photographer)

Van Crews: Maj Dion Vienti and 1st Lt Rich Laviano in the Raleigh-Wake van and Capt David Nelson and C/2d Lt Daniel Everhart in the van from Tar River. Approximately 500 miles will be driven in support of this state requested mission.

Don Penven, Capt, CAP
Public Information Officer

MER Of-The-Year Awards

Middle East Region Commanders' Retreat, the Middle East Region "of the year" awards and other recognition were presented.

The below listed awards and recognition were presented to the following NC wing members and units:

Cadet of the Year - C/Col Barry Feinstein
Safety Officer of the Year - Capt Michael McCoury
Col Edwin Lewis Incident Staff Member of the Year - Lt Col David Crawford
Dion DeCamp Ground Team of the Year - Burlington Composite Squadron
Squadron of Distinction - Burlington Composite Squadron
Paul W. Turner Award - North Carolina Wing
Certificate for 30 years Service to CAP - Maj Gen Dwight Wheless
Certificate awarding Senior Level in Organizational Excellence - Col Roy Douglass.

Please join me in congratulating all of the recipients for their outstanding achievements.

All members of NC Wing are invited to attend our Wing Meeting on 14 May to congratulate the above listed recipients where they will be formally recognized and presented with their award.

To all of you in our great wing, I sincerely thank you for your continuing contributions that have enabled our wing to be recognized for the second straight year with the region level Paul W. Turner Safety Award.

Roy W. Douglass, Col, CAP
Commander, MER-NC-001

Hickory and Boone Break in New O-Pilot

NC Wing's newest Orientation Pilot took two cadets of the Boone Squadron on their first O-Ride on April 18th. Brothers Ethan(L) and Andrew Greene flew with 1st Lt Andy Meranda, with Andrew getting his first O-ride and Ethan his second.

"Both cadets did well on the controls," said Lt Meranda, complimenting the brothers during a half-hour debriefing at the Hickory Airport FBO.

Lt Meranda is a Commercial pilot who operates his business, Western Carolina Air Tours, from Morganton, Hickory, and Marion. He is also type-rated in float planes, rotorcraft, and multi-engine aircraft. Andy is a veteran of the US Air Force, serving in the Phillipines and Viet Nam as a radio repairman on HF, VHF, UHF, and microwave equipment. He has been a member of the Hickory squadron for about nine months.

Lt. Col. Jim Carr



**United States Air Force Auxiliary, Civil Air Patrol
Squadron Leadership School (SLS)
Class 11-01
Pope AAF**



Front row: Nancy Torborg, Kevin Parrish, Alberto Griffa, Jennifer King, Sean Mobley
Back row : Chad Morey, Phillip Stadermann, Anthony Minor, James Constable, Joel Aber, Matthew Phillips, James Clay, Richard Laviano, Jake Williams, Aaron Schaak, Merlyn Clay
Director: David Siemiet
Instructors: David Rinehart, Craig Richardson
16-17 April 11

Attention: NCWG Annual Conference Seminar Leaders:

Space like this will be made available for you to promote your your program. Start with the next issue of Carolina WingSpan to create interest. Only a few months remain so let me hear from you!

Don Penven, Capt, CAP

Editor, Carolina WingSpan

Aerospace Day is Coming Soon

Saturday, May 21st, 2011

Burlington HQ

Rockets O-Rides A/E Quizzes

Bring your rockets and study the test. You can be signed off on the hands on, the written and module # 4 on both the Titan and Saturn stages of the rocket program. A testing officer will be available. We will offer cadet o-rides all day (weather permitting).

Have fun. Test your knowledge and skills in the Aerospace Education.

Lunch - open

Officers:

We need to know if you are coming, how many Cadets you are bringing and if you will be driving a CAP van. Please respond even if you are not coming.

The Uniform for Cadets is BDU's. Bring your CAPF-60 and ID Cards.

AGENDA

| <u>Time</u> | <u>Activity</u> | <u>Duty Officer</u> |
|----------------------------------|-------------------------------------|----------------------------|
| 07:30 | Sign in desk opens | Admin |
| 08:00 | Post the colors | Ranking Cadet |
| 08:30 | Pledge / prayer | Ranking cadet / Chaplain |
| Opening Remarks | | |
| Safety Brief | | open |
| DDR Talk | | open |
| 0900-1300 | Model Rocketry Events | Major Williams |
| 0800-1500 | Flight Line Supervisor | Major Twiddy |
| | | C/Col Feinstein |
| 1200-1300 | Lunch | open |
| 1300- | A/E Competition-Based on Journey of | |
| | Flight and Aerospace Dimensions | open |
| 0900-1600 | O-rides | open |
| Incident Commander for the Event | | open |
| Communications for the Event | | open |
| Air Ops for the Event | | open |
| Chaplin for the Event | | open |
| Safety Officer for the Event | | open |
| DDRO for the Event | | open |
| Testing Officer | | open |

DAE Ptwwiddy@comporium.net

DDAE JPBTW@carolina.rr.co

The 2011 Summer Encampment at Camp Butner National Guard Training Center, North Carolina

18-25 June 2011

Due to the location of our encampment, things will be run a lot like the 2010 Encampment. All required training in accordance with CAPR 52-16 will be met in addition to Emergency Services training for those who apply. There are several specialty tracks to choose from, with most correlating to an Emergency Services qualification.

These tracks are Basic Ground Team, Advanced Ground Team, Mission Base/Communications, Flight Line Marshaling. For those looking for a more traditional encampment experience, there will be a standard Drill & Ceremonies Flight and an Aerospace/Rocketry Flight. Activities will include a rappel tower, obstacle course, firearms familiarization, weapons simulators, orientation flights, and other activities to be announced.

To apply, you need:

- CAPF 31. Signed by your Squadron Commander
- CAPF 60
- NCWGF 24
- [NC Dept of Crime Control & Public Safety Hold Harmless Agreement](#)
- [Encampment Course Sheet](#)
- Supplemental Form

All of the forms can be found on the NCWG website at:

<https://www.ncwg.cap.gov/index.cfm?fuseaction=page.display&pageID=107>

All forms must be complete and signed. **Incomplete applications will not be accepted!**

Submit to:

North Carolina Wing Headquarters
PO Box 2082,
Burlington, North Carolina, 27216.

Cost is \$120, check or money order preferred.

Applications will be accepted until 6 June 2011. No applications will be accepted after that date.

Thanks,

Joel C Woods, C/Col, CAP
Cadet Commander
NC Wing Summer Encampment

Jonathan A Wiggs, Maj, CAP
Commandant of Cadets
NC Wing Summer Encampment

National Weather Service Hurricane Hunter Coming to MCSA Cherry Point

All CAP Members, and especially CAP stormspotters (and interested CAP members who want to become stormspotters),

The National Hurricane Center's P-3 Orion Hurricane Hunter will be on display at MCAS Cherry Point in Havelock on Wednesday 04 May 2011 from 1500-1700.

More information here - http://www.noaaneews.noaa.gov/stories2011/20110425_awarenesstour.html

ALSO - As we get closer to the official start of hurricane season - Hurricane Preparedness Week is coming up, 22-28 May 2011. More information here - http://www.noaaneews.noaa.gov/stories2011/20110425_awarenesstour.html

Squadrons - This is an OUTSTANDING opportunity to set up information/safety/preparedness displays in local venues. Search out those opportunities to inform the public about hurricane awareness and what CAP does. And, as far as Disaster Relief, if you aren't aware of the CAP programs, visit the wing website DR page here: <http://www.ncwg.cap.gov/index.cfm?fuseaction=page.display&pageID=53>

IN ADDITION TO being a stormpotter, for those who are also interested in data collection, the NWS has a stormspotter related program called CoCoRaHS (Community Collaborative Rain, Hail, and Snow) weather spotter network. CoCoRaHS is an outstanding program that all CAP personnel can participate in with minimal effort, and yet provide invaluable data to the National Weather Service. More information on CoCoRaHS here: <http://www.cocorahs.org/> This can be an excellent project for any squadron who desires to participate, and do local data collection programs. Is weather study not an Aerospace Education topic?

STORMSPOTTER TRAINING - Raleigh NWS Office SkyWarn information page:

<http://www.erh.noaa.gov/rah/skywarn/> For those squadrons who want to pursue stormspotter training, here is the map with the regional offices and contacts (click on the map to see a larger, more legible version): <http://skywarn.org/skywarn-training/north-carolina-training-schedules/>

PLACE THIS DATE ON YOUR CALENDAR NOW! StormFest - Saturday 18 JUNE 2011 - North Carolina Museum of Natural Sciences - Information flyer here: http://www.erh.noaa.gov/rah/downloads/StormFest_flyer.pdf <Yes, this date is in conflict with Encampment as far as cadet participation. StormFest is not a cadet-specific activity and not every cadet is going to encampment. Civil Air Patrol has been invited to participate with a booth. Need a project officer to head this up - NC Wing Recruiting? Public Affairs? There were over 7,000 people that attended last year.

Remember - "If you aren't executing your mission, then you are training to execute your mission."

Semper Vigilans

Cheers,
Donald A Beckett, Lt Col, CAP
Disaster Relief Officer, MER-NC-001

Historically Speaking

The following article is a reprint from Civil Air Patrol News December 1986.

People in the News

Middle East Region

North Carolina Wing's Lumberton Composite Squadron members have been busy as participants in a variety of activities recently.

Cadets Roy Bacot and Terry Williams and Senior Members Jerry Thompson and Ted Williams completed ground radiological monitoring training at Sandhill Community College, Southern Pines, NC. Senior Members Thompson and Williams also completed aerial radiological classes.

Lumberton unit members toured the temporary field headquarters at Lumberton Municipal Airport. During the tour, Air Force aircrews and maintenance personnel answered questions. The Air Force detachment at the airport was drawn from Shaw AFB, SC, in support of Market Square, a joint maneuver with troops from Fort Bragg.

A handful of Lumberton members watched in amazement as the Air Force aerial demonstration team, Thunderbirds, performed as part of the 30th anniversary air show at Seymour-Johnson AFB, NC. The members used their trip to the air show to further their knowledge of military aviation.

North Carolina Wing South Piedmont Squadron members recently spent two days getting to know naval aviation from the inside. At Pensacola Naval Air Station, FL, the squadron contingent of 12 broke into two groups for flights aboard C-1 aircraft. Airborne, their destination was the USS Lexington 70 miles out in the Gulf of Mexico.

Aboard the USS Lexington, the CAP visitors watched as student pilots practiced takeoffs and landings on the aircraft carrier. A little later the CAP members from the South Piedmont Squadron were flown back to NAS Pensacola. Day two of the North Carolina unit's venture into naval aviation encompassed a mission briefing, and a tour of the Naval Air Museum at the station.

Well that is it for this month, SEMPER VIGILANS.

Phil Saleet, SM, CAP
NC Wing Historian



Early Registration Begins for CAP Annual Conference

The 2011 CAP Annual Conference & National Board "EARLY REGISTRATION" is officially off and running. This year's Conference will be held in Louisville, Kentucky, August 18 - 20, 2011. Don't forget to register online before midnight June 5th to receive your special discounted "Early Conference Registration" rate of only \$99. As an extra incentive for registering during this early registration period, your name will be entered into a drawing for a chance to win a free laptop computer at the conference.

Online registration after midnight June 5th through midnight July 31st will increase to \$130. The registration link is http://capmembers.com/events/cap_annual_conference/index.cfm.

This year's Conference is being held at the [Louisville Marriott Downtown](#). The CAP room rate of \$119 (Single/Double room) is available until midnight July 17th. Be sure to make your hotel reservations early as rooms are limited.

Louisville is well known as home of the Kentucky Derby, excellent bourbon, and the Louisville Slugger! With this year's Conference kicking off the celebration of CAP's 70th year of service, there is no doubt that the Conference & National Board will be a homerun. To find out more about the area and attractions of Louisville [click here](#).

With over 50 pre-conference courses and learning labs to choose from, no matter what your special interests are, we're sure you will find sessions to meet each of your individual needs. This year we're having two new pre-conference courses. The first one is for cadets and seniors who want to participate in the exciting national CyberPatriot computer network defense competition that one of our CAP units recently won. The second new pre-conference course will teach our members how to operate the Geospatial Information Interoperability Exploitation – Portable (GIIEP) systems that all of our state level National Guard units have.

This year we are also having a special reception Thursday night for all first time Annual Conference attendees. This will give you the opportunity to meet and talk with me and other CAP senior leaders. My staff and I look forward to meeting each of you and extending our appreciation for your membership, service and dedication to our organization and the nation. The 2011 CAP Annual Conference & National Board will also conclude my tenure as your National Commander. Please make plans to attend so I can personally thank you for your service.

I look forward to seeing you in Louisville.

Sincerely,

AMY S. COURTER
Major General, CAP
National Commander